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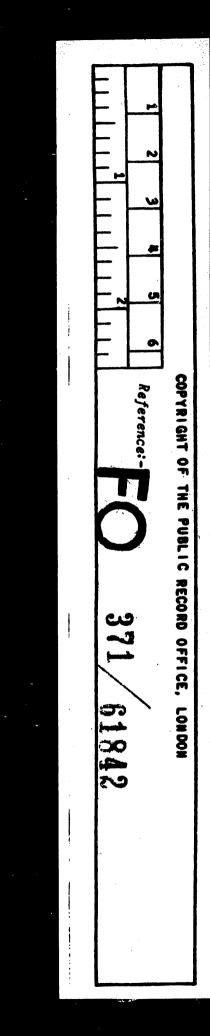
Group Piece 61842

Following document(s) retained in the

Department of origin under Section 3 (4)

of the Public Records Act, 1958

E4118/84/31 E4121 E4122



109 3 4151 1947 PALESTINE WAY 17 geligat Emingrant Ships Registry Number E41 5-1/84/31 ship 'ENZO-SERGINI' weliged Discuper Duki of Pallmelly FROM to have been used for Alligat Konsurgeration and to have plocus Portuguess plag also that Joff be informed that there Portuguese Ember No. Pro 3/C 136 Dated Received 13 May 194 in Registry this name a Portuguese shiping 6 this of N (Minutes.) Last Paper. 4122. Bralt Jephy. Com govres to Co **COPYRIGHT** Refer References. 0 Ţ JB may 20 THE PUBLIC RECORD (Print.) وں تہ OFFICE, (How disposed of.) 61842 LONDON Oft. Partiguese May 30 (Action completed.) (Index.) Next Paper. E 4165 32003 F.O.P

Embaixada de Portugal em Londres

London, 13th May, 1947. E_47 1 With y

Ville

Proc.3/C. No.136.

> Last March, when replying to a question in the House of Commons on the subject of the conveyance of illegal immigrants to Palestine, Mr. Creech Jones, Secretary of State for the Colonics, referred to 25 ships which, so far as was known, had conveyed illegal immigrants to Palestinian waters since November 1945, and gave one such ship as having flown the Portuguese flag.

Reference

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RECORD OFFICE,

LONDON

As you may be aware, on hearing this we enquired from the Foreign Office the name of the ship in question and were told that it was "ENZO -> SERENT".

Having referred this information to Lisbon, I am now in a position to say that there is no ship of this name in the Portuguese Shipping Register. Furthermore, the authorities concerned Sir Orme Sargent, K.C.M.G., C.B., Foreign Office, Whitehall, S.W.L.

Embaixada.de Portugal em Londres

have stated that, to their knowledge, no Portuguese vessel has been used for the conveyance of illegal innigrants to Palestine.

We are naturally anxious that any wrong impression should be corrected and I should accordingly much appreciate it if you would very kindly bring the above to the notice of the Secretary of State for the Colonies.

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Registry No. E4151/84/31 Top Secret. +10 General Confidential Restricted. Open Drht to the Portuguese Ambassador From: MARGIN. Sir Orme Sargent THIS Copy corres. Z to CO Philips Westerne Dentels Mr Haytoga JB May 20 WRITTEN BE 2 OTHING

OUT FILE

Dear Pathella,

Thank you for your letter No. 136 of May 13th, in which you were good enough to inform me that no vessel named "Enzo-Sereni" is contained in the Portuguese Shipping Register and that the Portuguese authorities know of no Portuguese vessel having been used for the conveyance of illegal immigrants to Palestine.

28 hay

I am duly conveying this information to the Secretary of State for the Colonies, as you request, with reference to the A recent reply by Mr. Creech Jones on this subject in the House of Commons.

Bgran 23

Yours sincerely, (Sed.) O.G. Sargent



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Dean Palmella;

Thank you for your letter No. 136 of 13th May, in which you were good enough to inform me that no vessel named "Enso-Sereni" is contained in the Portuguese Shipping Register and that the Portuguese sutherities know of no Portuguese vessel having been used for the conveyance of illegel immigrants to Palestine.

I am duly conveying this information to the Secretary of State for the Colonics, as you request, with reference to a recent reply by Mr. Creech Jones on this subject in the House of Commons.

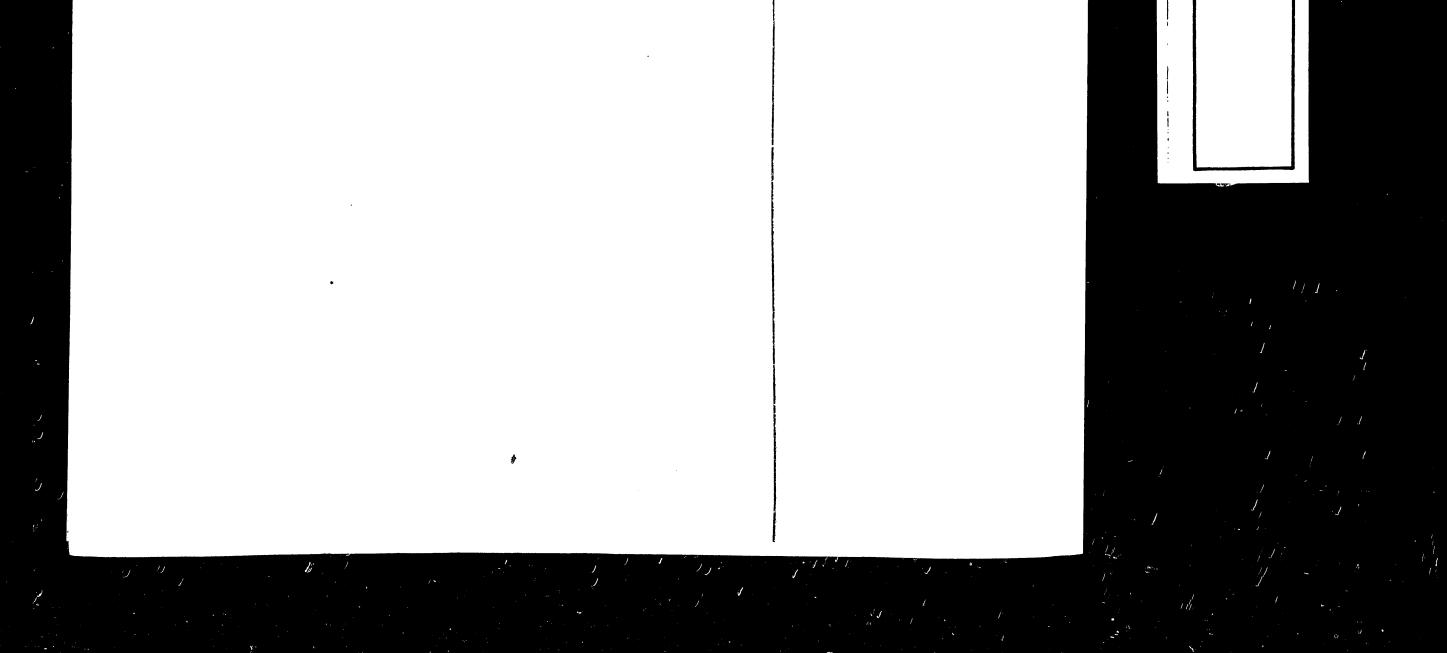
Yours sincerely, (Sqd.) O. S. Sargent,

Mis Excellency the Duke of Palmella, Portuguese Embassy, 105, Sloans Street, S.W.1.

110 8 E E_4165 1947 PALESTINE, IA WAY SS YILDERAN: Registry Number } EU165/84/31 Refere Roman til 1111 (E 4118/84/31) Atalis St in now companyed that Yilderan in at Jacong. TELEGRAM FROM Liv. A. R. Leveld. No. Reme Dated Received ///3 16 11 ay 194 19 Last Paper. (Minutes.) 4157 JB may 21 References. COPYRIGHT OF Refer THE PUBLIC (Print.) RECORD OFFICE, ය ~ 7 (How disposed of.) of du . I kloyd ? trafferd f/ 61842 LON DON Inution Cilal Odmty aun P. T:0 (Action completed.) (Index.) Next Paper. 4166 32003 F.O.P.

8A J. M.D. 3/WU I Kartin S/WU Roberton J. M. Baken J. M. ×. M.I.r. Nortan p Wood f My Fargeort Murret ? Toursday } 8 off Ser Allock MEIR May 20

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[This telegram is of particular secrecy and should be retained by the authorised recipient and not passed on]

Cypher/OTP.

CABINET DISTRIBUTION

FROM ROME TO FOREIGN OFFICE.

Sir N. Charles. No. 1115.

16th May, 1947.

D. 11.10 a.m. 16th May, 1947.
R. 2.30 p.m. 16th May, 1947.

E 4165

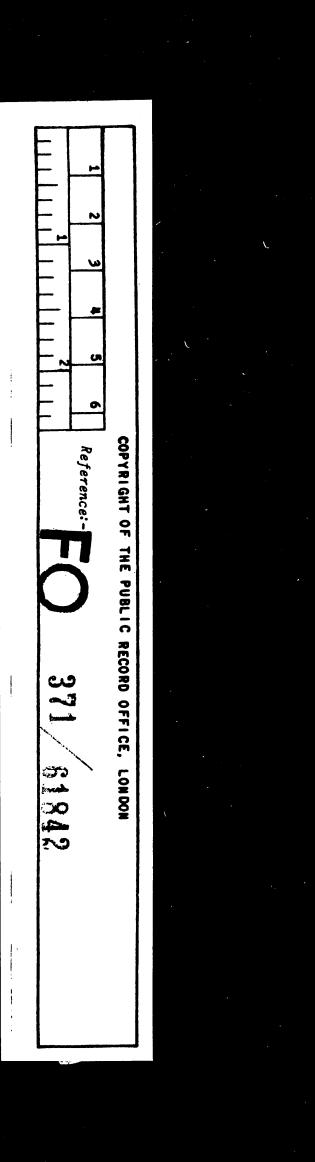
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Confidential.

My telegram No. 1111, paragraph 4.

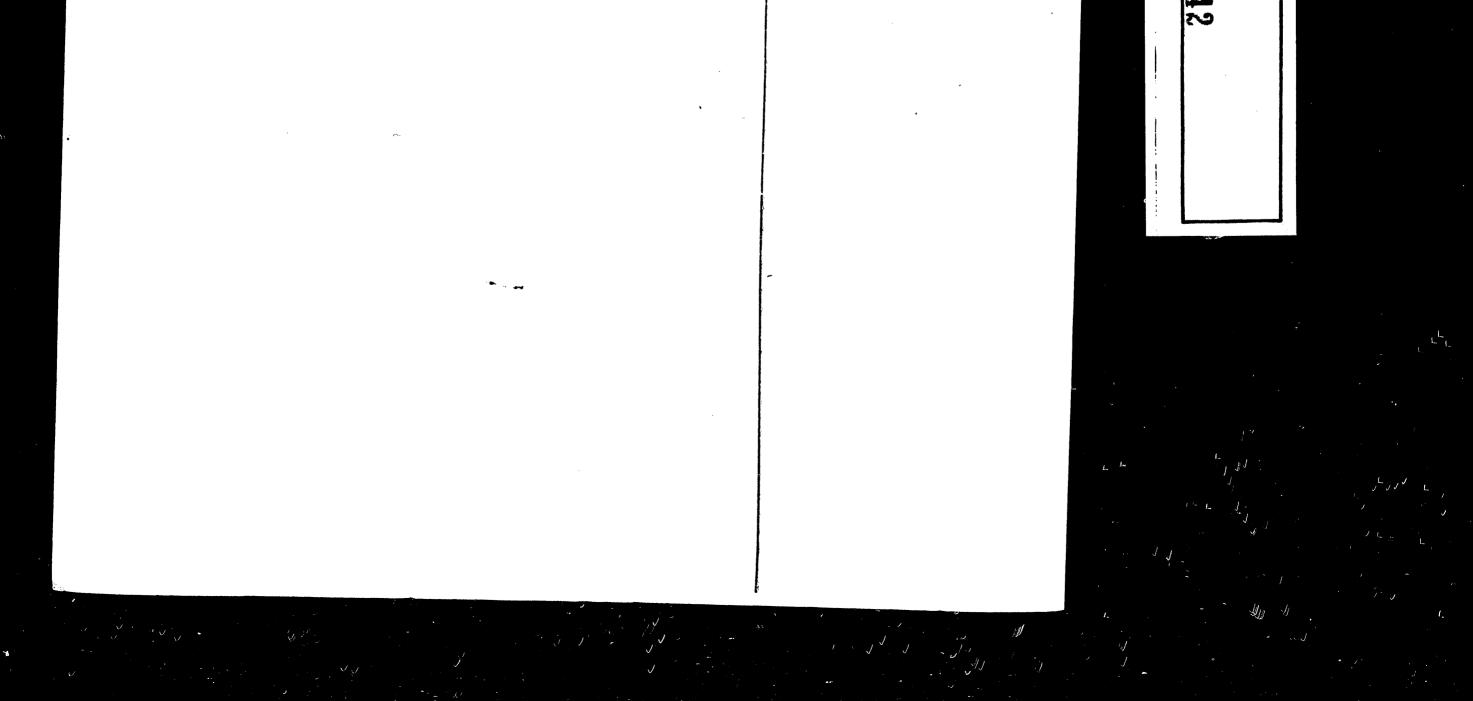
Jewish illegal immigration.

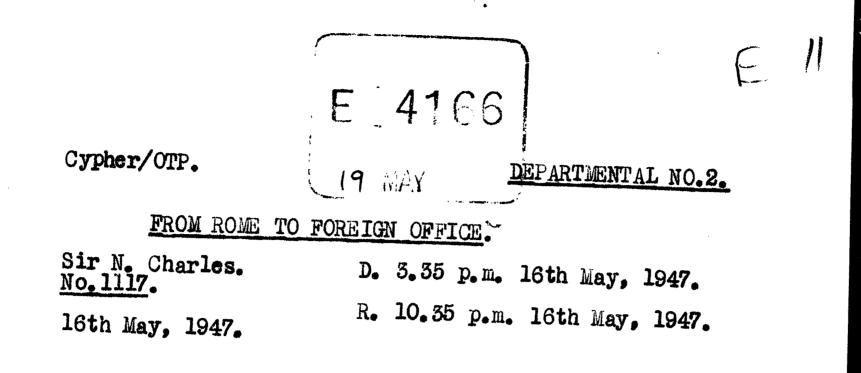
It is now confirmed that Yilderan is at Savona.



111 0 E 4166 1947 I**9** MAY PALESTINE Allight Samigration from BARI. Registry Number } E 4166/84/31. Ryten Rome til 1111 (E 418/ 84/81) Atala **TELEGRAM FROM** Vances report from Band were taken up anally with Director of Political Representations transollar argued higher Loppi to have an immediate organing mode into the facts and all possible action taken by Hallon authorities. Liv A Charles No. home. Dated Received in Registry } 111 7 16, Ill agique Last Paper. (Minutes.) 4165 Represe begt. In. Italian Section - fuivi References. JB_ May 4 (Print.) (How disposed of.) 8/ Lu. J. LAyd lford Imply 1.0. Instigl La Mail N yad W accord (Index.) (Action completed, Next Paper. 4167 32008 F.O.P.

lo A OM.O. ZW.O. Blartonin W.O. Robertion ZM.I.S Scherr SM.I.S working my word & transport Hume Zoh Everaled & off Pollock. M.E.I.D. 20 May COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON Refe 371 6184





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IMPORTANT.

SECRET.

My telegram No. 1111 paragraph 3.

Jewish illegal immigration from Bari area.

Various reports received from Bari were taken up orally with the Director of Political Representations Italian Ministry of Foreign Affairs this morning. We thought it best not to put anything in writing as information was not complete or conclusive, but the Counsellor urged Signor Zoppi to have an immediate enquiry made into the facts and all possible action taken by the Italian authorities to stop this exodus.

2. Signor Zoppi said that following the representation made by His Majesty's Consul at Bari to the local Italian authorities on the night of May 11th/ 12th, the Prefect had referred urgently to the Minister of the Interior at Rome who in turn had consulted the Ministry of Foreign Affairs. The latter had replied that all possible steps should be taken to prevent the illegal embarkation of Jews and believed that this had had some success. Zoppi took note of our representation and promised in particular to supply any available evidence about the unknown ship to assist British Naval Authorities

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in identifying her.

3. Zoppi made the usual reference to the impossibility of controlling these Jews in South East Italy with insufficient police and no Italian control over U.N.R.R.A. camps. Counsellor reminded him that there was nothing in U.N.R.R.A.'s agreement with the Italian Government to prevent the latter from establishing their authority within U.N.R.R.A. camps. Zoppi dodged this point by referring to the political impossibility of treating Jews as prisoners but said that the Italian Government hoped for improvement by getting Jewish camps brought as soon as possible under I.R.O. They were alive to the importance of excluding from the latter staff those U.N.R.R.A. officials suspected of being associated with illegal immigration.

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112 E E_4167 12 1947 I9 MAY PALESTINE Registry Number } CU107/84/31 S.S. VRISSI. Rfor Rome let 1046 (E3830/84/31) TELEGRAM FR an appel Lei A Charles, Miniling Forego affair and to allowed aboard wickout No.hould make argust £ Dated late Received in Registry 1118 MAUMENTS in 16, 11 ay 194 , Kait 10 genuine Noruments Last Paper. (Minutes.) 4166 JD. may 21 References. COPYRIGHT Referei 0 THE PUBLIC RECORD OFFICE, LONDON (Print.) 3 (How disposed of.) bopied on on E. 4376 6184 29 May 28 (Action (Index,) completed.) Next Paper. 4/68 32003 F.O.P.

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	DEPART	MENTAL	NO.1			

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FROM ROME TO FOREIGN OFFICE

Sir N. CharlesD.9.2. a.m. 17th May, 1947.No.1118R.2.59 p.m. 17th May, 1947.16th May, 1947.

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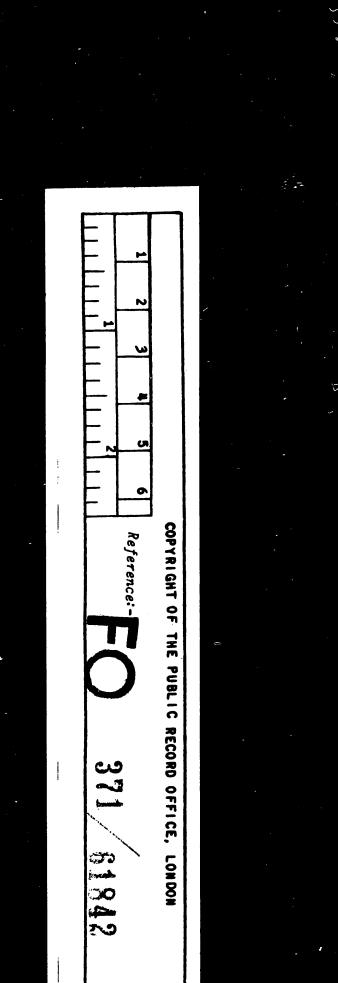
Cypher/OTP

My telegram No.1046 paragraph 2. (9 MAY

Suspected Jewish immigration ship Vrissi.

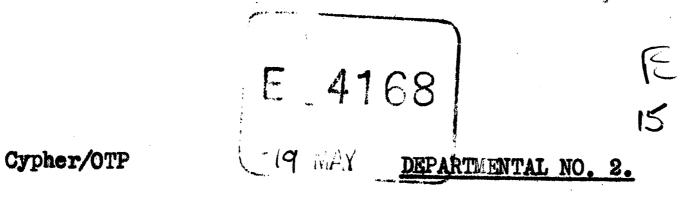
On April 18th the Ministry of Foreign Affairs were requested to make urgent enquiries about Vrissi at Genoa, to take appropriate steps to control ship's movements in Italian waters and to ensure that no Jews should be allowed to embark in her without genuine documents of destination.

2. In reply to enquiry how the matter stood, the Italian Ministry of Foreign Affairs stated to-day that the necessary orders were given sometime ago by the Italian Ministry of Marines for an investigation of the circumstances of this ship. In the meantime, the Ministry of Marine had also instructed the competent officials to prevent the ship leaving Genea.





113 E_4168 19 MAY PALESTINE 14 1947 S.S. ANAL ' Registry Number } **EC4168**84/31 Refer \$0.01 927 (E3007/84/31)- My Foregan affair inform that anal thas just arrived from Markelles with 375 Jew on toard. Andrological the in flying Panamanian Har TELEGRAM FROM Charles Rome No. Dated 1126. Received in Registry } 7-0-9 17. May 194X Last Paper. (Minutes.) 4167 Attach tel. to Carro dB. May 20 JD. May 27 References. Ref PUBLIC (Print.) OFFICE, (How disposed of.) toped a an 61842 LON DOI E 4175 May 20 Tel) Cario 975 Kome 1040. 18 Kay. Copied as above Nay 20 (Action (Index. completed.) Next Paper. 4176 32003 F.O.P.



FROM ROME TO FOREIGN OFFICE

N. Chi 1126.	arles	D. R.
 17th,	1947.	

7.55 p.m. May 17th, 1947. 10.10 p.m. May 17th, 1947.

Repeated to Paris

JJJ

MOST IMMEDIATE

Your telegram No. 927. 2 3004/84/11

Confidential.

Jewish illegal immigration. Ministry of Foreign Affairs has just informed me that "Anal" has just arrived from Marseilles with 375 Jews on board. We understand she is flying the Panamanian flag. She is stated by Ministry to be due to sail for Alexandria.

2. I have requested the Ministry to hold up the ship pending your instructions. I will telegraph later.

Foreign Office please repeat to Paris most immediate as my telegram No. 85.

[Repeated Most Immediate to Paris.]

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Registry OUT FILE No. Top Secret. Secret.---16 Confidential. Restricted. IMMEDIATE Open____ Draft. Carlo 975. Rome tel. Mr. 1126 [] MARGIN May 17: Lewish inegal Repeat Bome Inn colista in migration] THIS Please ascertan Z 18/5/47 RITTEN Dept1. 2 and report immediately Whether these 375 Laws have presentation to Cyphir ಲ -1 OFFICE, enter Egypt, since Copies 11P vessels destination is Э**О** 5 Started to be Alexandria JD' May 17



17

Confidential

Cypher/OTP

DEPARTMENTAL NO. 2.

FROM FOREIGN OFFICE TO CAIRO

No.975

D. 2.0 a.m. 18th May, 1947.

18th May, 1947.

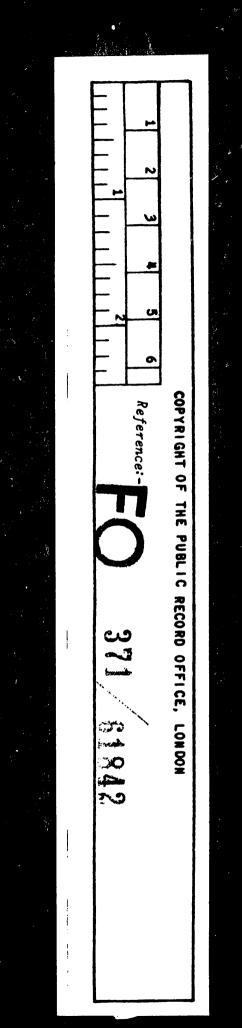
Repeated to Rome No.1040 Immediate

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IMMEDIATE CONFIDENTIAL

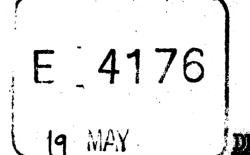
Rome telegram No.1126 [of May17th: Jewish illegal immigration]

Please ascertain and report immediately whether these 375 Jews have visas to enter Eygpt, since vessel's destination is stated to be Alexandria.



114 E E 4176 18 1947 PALESTINE 19 MPX Warfield. President Registry Number } E 4176/84/31 40.tel 803 (E 8951/84/31! My torega RICON **TELEGRAM FROM** the reuff booper taken by stalian goot Main heer Lane No. phin and action Paris Dated gynaprialé autoritée they promised to avera Received in Registry 406 thave net mentioned aux immediately 17. 1001194Y pholowing operations. aur Last Paper. (Minutes.) 4168 JB May 21 References. Re (Print.) 5 2 (How disposed of.) FFICE, Bopud as m 6 3135 61842 May 20 (Action completed.) (Index.) Next Paper. 4177 32008 F.O.P.

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FROM PARTS TO FORBIGN OFFICE

YYYYYY

Mr. Duff Cooper

D. 7.07 p.m. 17th May 1947. No. 406

17th May 1947.

R. 10.30 p.m. 17th May 1947.

Repeated to Rome Washington (Saving)

THEORYANT

Foreign Office please repeat to Rome as my telegram No. 69. Your telegram No. 803. 779-1/84/71

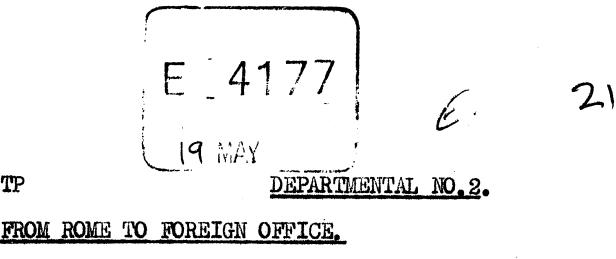
S.S. President Warfield.

Ministry of Foreign Affairs have been informed of movements of ship and action taken by Italian Government. (Copy of note by bag tomorrow). They promised to warn appropriate authorities immediately. We have not mentioned our own shadowing operations.

[Repeated to Reme].



115 E E 4177 20 1947 (9 MAY PALESTINE Alligo Lamarant Rhips. Registry Number } E 4177/84/31 Report Rome til 1097 (E 4037) Xlaneng **TELEGRAM FROM** 84 conversations for fin made allowing remark to effect that it was alwage open to 14-14 g to reach a hild trail agreement auch statian Pacit about contral of fill goil Immigration Liv. A. Charles. No. Roal. Dated 1115 Received in Registry 16. 11/cup 194 freyer 14 Last Paper. (Minutes.) 4146 See E 4364 ~ minute COPYRI GHT References. Refe J.S. Seins may 28 JB June 3 y 5 (Print.) RECORD دی ج OFFICE, ρ (How disposed of.) 8)% Capied as on 61842 LONDON E 4165 May 20 (Action (Index.) completed.) Next Paper. 4148 32003 F.O.P.



Sir N. Charles,	D:	6.1 p.m.	16th May,	1947
<u>No.1115</u> 16th May, 1947.	R:	9.35 a.m.	17th May,	, 1947.

AAAA

SECRET.

Cypher/OTP

In the course of conversations reported in my telegram No.1097 Secretary General of Italian Ministry of Foreign Affairs made a rather obscure remark to the effect that it was always open to His Majesty's Government to reach a bilateral agreement with the Italian Government about control of illegal immigration from Italy. The Secretary General was defending at the time the alleged inability of the Italian Government to hold up suspected ships under existing Italian law and trying to [grp undec. ? exaggerate point that if the Italian authorities let "President Warfield" go they would be inviting all the other numerous suspected ships to use Italian perts.

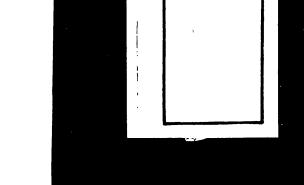
2. While I think this suggestion worth reporting I find it difficult to imagine how in practice any satisfactory bilateral agreement of this sort could be reached between the two Governments. I am sure that the real solution of the long-term problem is (compare paragraph 4 (c) my telegram No.1083) passage of some sort of resolution by U.N.O. urging Governments to take necessary measures to stop this clandestine traffic. The Italian Government would be very sensitive to any

direction by United Nations in their eagerness to join the ranks.



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110 E 1947 22 E_4178 (9 MPY PALESTINE SS ANAL~ Ear 78/84/31 Registry Number Repear Rome El 1126 (E 4168/84/31) Ler ter TELEGRAM FROM Charles they taloning thirds everything has requested Rome No. cheir paarel to lr 11 27. Aer Ben Dated And ber fer sher must be stopped on bates a President Warpield Received in Registry 17, May 1907 Panel Last Paper. (Minutes.) 4177 Bman 20 Refe References. (Print.) RECORD 371 OFFICE, (How disposed of.) 61842 LON DON Popula as a EULTR May 20 Tel (Action completed.) (Index Next Paper. 4178 32003 F.O.P.

Cypher/OTP E 4178 E 4178 DEPARTMENTAL NO. 2. FROM ROME TO FORETON OFFICE

Sir N. Charles.D.9.49. p.m. May 17th, 1947.No. 1127.R.12.05. a.m. May 18th, 1947.

Repeated to Paris.

66666

MOST IMMEDIATE.

 \sim

Confidential.

E 4168/24/1,

My immediately preceding telegram.

The Secretary General of the Ministry of Foreign Affairs has requested the Ministry of Marine to do everything in their power to hold up the ship for the time being. He says that unfortunately telephone communication to Palermo has broken down, but urgent telegram has been sent to the port authorities, and he hopes that the ship is not being furnished with the necessary fuel to go to "the nearest port, Malta or Tunis". I said that I could not accept that at all, and the ship must be stopped at all costs on the same basis as the President Warfield. Signor Fransoni is, I am sure, doing <u>his</u> best.

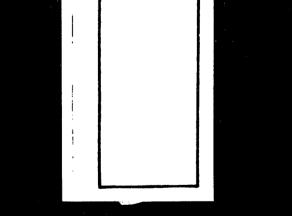
Foreign Office please repeat to Paris Most Immediate as my telegram No. 86.

[Repeated to Paris Most Immediate.]

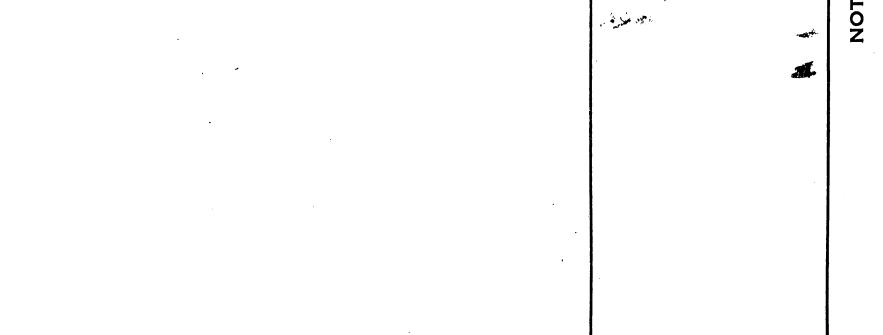
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OUT FILE Registry No. Desparched (20 pm. 1) Draft. IMMEDIATE Rome 1043 Your tel. Nr. 1127[] Telegram. May 17: Scwish illegal Repeat Peris 813 (important) immig ration] Cypher l'approve your action May 18. dept. no. 2 and attach highest importance to this ship being held up. Mease Coprès 11P maggastrunto Italian autrovities ف -1 tration the sock compily to scrutinise line ships papers ЭO and the passing es' bravel very wefsky documents 1: also timetomina timetontia, to the and establish Where the passengers embacked. This is a clear Case of Swish illegal unmigration and we consider turned that the passengers Should



24 Should be returned whence they came. Lo may 18 -BE WRITTEN IN THIS MARGIN. 0 COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON Reference: 04 31 <u>94</u> 2 NOTHING



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Cypher/OTP

DEPARTMENTAL No. 2.

FROM FOREIGN OFFICE TO ROME.

<u>No. 1043.</u> 18th May, 1947. D. 4.20 p.m. 18th May, 1947.

Repeated to Paris No. 813 (Important).

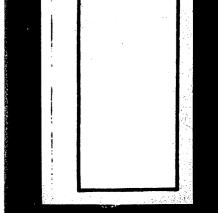
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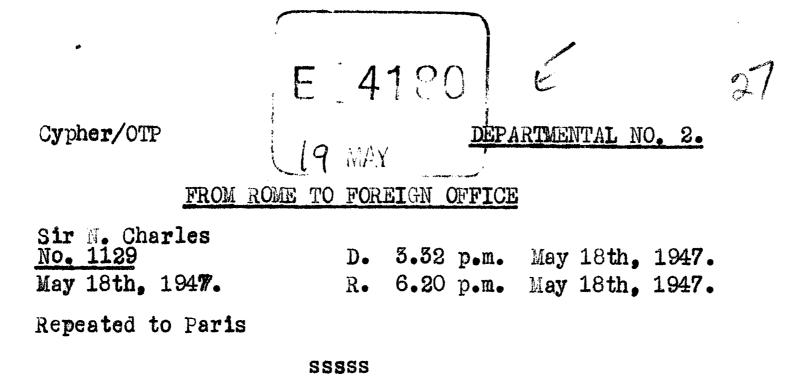
IMMEDIATE.

Your telegram No. 1127 [of May 17th: Jewish illegal immigration].

I approve your action and attach highest importance to this ship being held up. Please press the Italian authorities to scrutinise the ship's papers and the passengers' travel documents very carefully: also to try and establish where the passengers embarked. This is a clear case of Jewish illegal immigration and we consider that the passengers should be returned whence they came.

118 E 4120 1947 19 WAY 26 PALESTINE SS. A.NAL Registry Number } E 4180/84/31 Refer Rome til 1128 (E WY8/84/81), Hatis bounsetor rotalid ti læ Gen against supply of coal rot emphasised ike bod impression this TELEGRAM FROM notalid Kome and emphase No.would cause in London. Lives further 1129 Dated Received in Registry } 18, May 1947 banment 19 Last Paper. (Minutes.) 4178 Bmay 20 References. (Print.) 371 (How disposed of.) ŝ 61842 bopiel as an E 3165 Nay 20 (Action completed.) (Index.) Next Paper. 4181 32003 F.O.P.





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My immediately preceding telegram.

Jewish Illegal Immigration.

The Counsellor protested to the Secretary General against supply of coal (presumably derived from U.N.R.R.A. to which the United Kingdom was the second largest contributor) and emphasised the bad impression this would cause in London. The Secretary General claimed that the Port Authorities were required by international law to supply fuel to enable any ship to reach the next port and attempted to argue that the Embassy had concurred in this prior to his conversation with me reported in my telegram No. 1127. He finally ended however by virtually admitting that the Italian Government were determined to get rid of the Anal and her unwelcome passengers.

The Counsellor requested that circular 2. instructions be given to the Port Authorities not (repeat not) in future to give any fuel to suspect Jewish ships and made the point about not prejudicing United Nations proceedings. The Secretary General replied that it was essential for His Majesty's Government and Italian Government to agree on a standard procedure for handling these illegal immigrant ships as the present situation was intolerable (c.f. my telegram No. 1115).

The Secretary General was obviously distressed 5. lest the Anal incident should end in recriminations [grp. undee.] [grp. undec. ?ease of] President Warfield (which incidentally is still in Porto Venere with British and Italian naval authorities keeping touch). He claims to be doing everything possible to meet our requirements but again begs us to understand his difficulties. He told the Counsellor in confidence that he had been subjected to very heavy pressure from private interests over the Warfield and expects the same over the Anal. He complains bitterly of the attitude of the French who let both these ships go on to Italy.

Please telegraph your instructions urgently. MAYWe will continue to press for the Anal to be held at A X Paterno.

Foreign Office please repeat to Paris Important as mystelegram No. 88.

[Repeated Important to Paris]



Reference:

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[This telegram is of particular secrecy and should be retained by the authorised recipient and not passed on].

Cypher/OTP

DIPLOMATIC (SECRET).

E 4181

19 MAY

D. 3.17 p.m. 17th May 1947.

R. 9.40 p.m. 17th May 1947.

FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel. No. 2932

17th May 1947.

Repeated to Rome Paris.

IMMEDIATE.

TOP SECRET.

Your telegram No. 4867 - illegal immigration into Palestine.

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V V V

Balfour spoke this morning to Villard, Deputy Director of the Office of Near Eastern Affairs, who said that the way for a public declaration by the United States Government had been considerably eased as a result of the resolution by the Special Assembly inviting Governments and peoples to refrain from creating an atmosphere prejudicial to an early settlement of the Palestine question.

2. Mr. Villard expressed the hope that it would prove possible to issue such a declaration at an early date. He also assured Balfour that the State Department were actively examining the legal possibilities open to them to obstruct the sale and departure of ships and much regretted that a reply to our repeated appeals regarding illegal immigration had been so long delayed. He remarked that the scurrilous advertisement by Ben Hecht

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described in your telegram No. 4927 gave a real opportunity to respond to our wishes. (N.B. this telegram had not arrived at the time of Balfour's talk with Villard. We have now used it and your immediately following telegram to drive home the plea for urgent action. I will keep up the pressure).

3. On the particular question of the President Warfield, Villard was sympathetically disposed to the suggestion that the United States Government should assure the

/Italian



2.

Italian Government that they were not impairing American goodwill by co-operation with us in this matter. As, however, the United States Government had not yet publicly condemned illegal immigration, he did not think that they could go so far as to make the intimation to the Italian Government in the form recommended in paragraph 4(B) of Rome telegram No. 1083. Balfour urged that no time should be lost in making known the United States attitude to the Italian Government.

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Foreign Office please pass to Rome and Paris Saving as my telegrams Nos. 104 and 31 respectively.

[Repeated to Rome and Saving to Paris].

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120 E 3) 4187 E PALESTINE 1947 19 witt Seligal Immigrant - Rhips. Registry Number }E4187/84/31. Males an interdepentmental meeting was held utay 6. I descens means whereby a ship rould be detained legally or administratively FROM 8. 1 Felggerold. Colonial Oppose No. 6 M' Calle . a UK. prat. Dated fever paint discussed. 76021/46A. Received in Registry} 14 70/04/94Y Last Paper. (Minutes.) These Chanceries when I submit a dreift little to 4182 received our despertch about the international of Rife out See and The Safely Communitions for References. forad fines. about E 3013 48 31 (3.E.CABLE) 22/5 AB may 23 (Print.) ECORD 371 OFFICE, (How disposed of.) 61842 Paris LON DO Brumls daque stuck form Р Kon Baland 30 / Tan Restricto (Action (Index. completed.) Next Paper. 4201 32003 F.O.P

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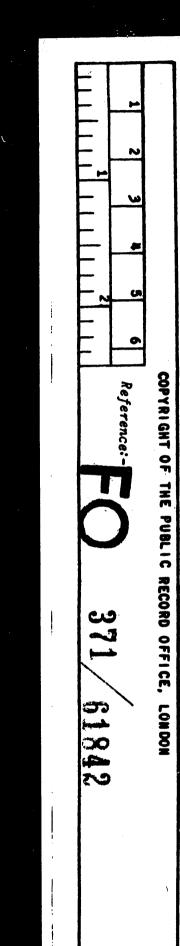
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*delete as necessary



Colonial Office. Bowning Street, **B.W.1.** 1947. May, 1947. 76021/46A atil and

An interdepartmental meeting was held at this office on 6th May to discuss means whereby a ship could be detained legally or administratively in United Kingdom ports. The aim in view was to discover the procedure through which a ship must go before leaving a United Kingdom port and to see in what way obstructions could be interposed. It was felt that it might be of some assistance to His Majesty's representatives abroad to be informed of United Kingdom procedure which might be a guide to the practice of other European countries and a basis on which representations to foreign Governments could be made.

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It appears that before a ship can be cleared at a United Kingdom port it must show the following certificates in proper order:

- (i) Safety at Sea
- (ii) Load line
- (iii) Passenger
- (iv) Wireless (for ships of 1,600 tons)
- (v) Registry
- (vi) Port Health Authorities.

As regards the first two, they are required only for ships registered in countries that have subscribed to the Safety at Sea Convention; and it seems that no /sanctions

T. CABLE, ESQ.

sanctions can be applied for breach of the Convention. A delay could, however, be imposed during an inspection of the ship by the competent authority, Board of Trade surveyors. In fact, of course, the Italian authorities are acting against "President Warfield" on these lines.

As regards the Passenger Certificate, if a ship sails empty from a United Kingdom port, although obviously fitted out for more passengers than the number shown on the certificate, it cannot be detained. If, however, it sails loaded in excess of the number shown the Port Authorities can stop it sailing.

More information is being sought regarding the Registry and Wireless certificates and the action that might be taken under them.

It appears that the Port Health Authorities have wide powers of inspection and that effective action can perhaps most easily be taken under this head. If nuisances e.g. vermin etc. or structural defects e.g. in lavatories or ventilation system are found on board, the Authorities may hold the ship until the nuisances or defects are rectified. They also have certain rights of inspecting passengers under the Safety at Sea Convention for infectious diseases.

We have asked the various Departments concerned /to

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to let us know as soon as possible how far legal action can be taken against ships and what physical restraint can be imposed upon them under these heads. At present it is not clear which Safety and Health requirements are demanded by law and which are merely laid down in International Conventions. We will of course inform you at once of the replies.

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It was further pointed out at the meeting that great inconvenience could be caused to the ships engaged in the illegal immigration traffic if they could be denied water, bunkers, pilotage and tugs.

The denial of bunker facilities is, of course, under active consideration at the present time. But it was strongly felt that if the Port Authorities could be induced in any way whatsoever to refuse or at least hold up facilities for taking on water or the permission to use tugs and pilots, then serious embarrassment and delay would undoubtedly be caused to the organisers of illegal immigration.

"President Warfield" will of course be in many ways a test case for obstructive action of this kind against illegal immigration ships. The hope the results will be satisfactory.

Jour Succes The And The last

(E.N. FITZGERALD)

881 Registry OUT FILE No.E 4187/84/31 RESTRICTED Kobystackt. XXXX Foreign Office, S.W.1. **XXXXXXXX** JEC 30 May, 1947. Restricted. JAXX N Dear Chancery, **Draf**t. Letter Please refer to our despatch To following 589 Chanceries: 344 250 Paris 145 Brussels 199 of the 10th May about the use to No. The Hague 402 Stockholm 336 Copenhagen v 199 Rome 280 MARGIN. Belgrade 134 Bucharest Athens be made of the provisions of the International Lisbon Convention for the Safety of Life at Sea, COPYRI Refe THIS 1929 and the International Convention IGHT Copies to: ę Z respecting Load Lines, 1930, in delaying Mr. Fitzgerald, THE C.O. ships suspected of complicity in the WRITTEN PUBLIC Admiralty and illegal immigration traffic into Palestine. [Athens only] and to your letter No. 46/93/47 M.I.5 (usual RECORD 11- Apr. 23-X. names) It has occurred to us that the following 2. وں ш 0 and ~1 OFFICE, account of the various means whereby such a 2 Mr. Wood, Miny. of Transport ship could legally or administratively be 30 LON DON 1842 OTHING detained in an United Kingdom port might be of some assistance to you when dealing up the matter with the local authorities. Ž

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It appears that, before a ship can be 3. cleared at a United Kingdom port, it must show the following certificates in proper order:

(a) Safety at Sea

(b) Load Line

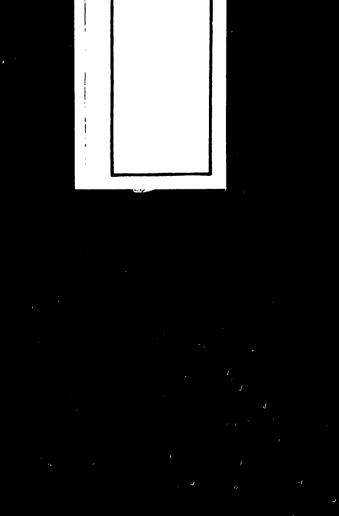
(c) Passenger

(d) Wireless (for ships of 1600 tons)

The/

(e) Registry and

(f) Port Health Authorities.



The first two certificates are required only for ships registered in countries that have subscribed to the International Convention for the Safety of Life at Sea. It seems that no sanctions can be applied for a breach of this Convention. A delay could, however, be imposed during an inspection of the ship by the competent authority, in this case the Surveyors of the Board of Trade. This procedure was recently adopted by the Italian authorities in order to delay the sailing of the "President Warfield".

4. The Passenger Certificate shows the maximum number of passengers which the ship is permitted to carry. The Port Authorities can prevent a ship from sailing if the number of passengers actually on board exceeds this figure. The mere fact that the ship is obviously fitted out to carry more than the permitted number of passengers is not, however, a valid reason for delaying

5. More information is being sought regarding the Registry and Wireless Certificates and the action that might be taken under them.

6. The Port Health Authorities have wide powers of inspection and effective action can most easily be taken by them. If the ship is found to be verminous or if its ventilation or lavatories are defective, the ship may be detained until these defects are

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remedied. The Port Health Authorities also possess certain rights, under the Convention for the Safety of Life at Sea, of inspecting passengers for infectious diseases.

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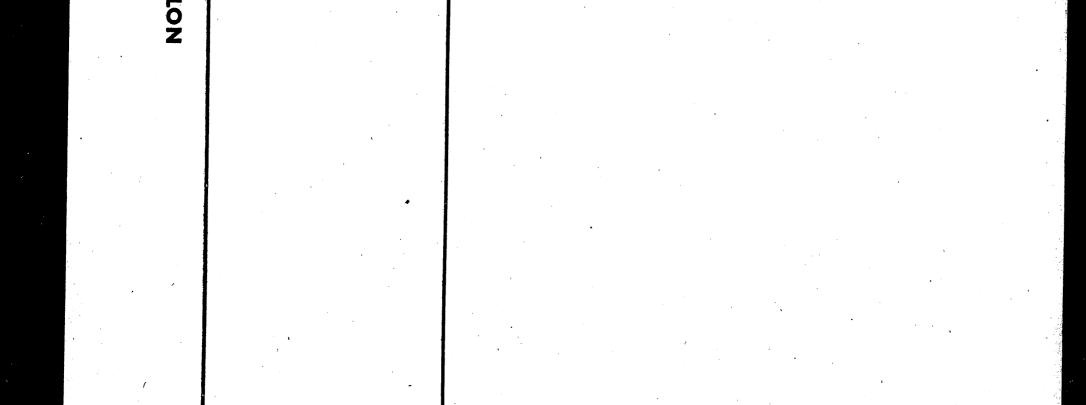
7. Great inconvenience could, of course, be caused to any ship suspected of complicity in the illegal immigration traffic if the Port Authorities could be induced to deny water, bunkers, pilotage and tugs.

> Yours ever, EASTERN DEPARTMENT.

1B May 23

Reference:-COPYRI GHT OF THE PUBLIC RECORD OFFICE, LONDON 371 61842

OTHING TO BE WRITTEN IN THIS MARGIN.



	FOREIGN OFFIC OUT THE 30th May)E, S.W.l. 7, 1947.
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IT AS OF LOADEN	250-	
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Dear Chancery,	199	
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Please refer to our despatch No. 134 of the 10th May about the use to be made of the provisions of the International Convention for the Safety of Life at Sea, 1929 and the International Convention respecting Load Lines, 1930, in delaying ships suspected of complicity in the illegal immigration traffic into Palestine. Athens only/and to your letter No.46/93/47 of 23rd April.

2. It has occurred to us that the following account of the various means whereby such a ship could legally or administratively be detained in an United Kingdom port might be of some assistance to you when taking up the matter with the local authorities.

3. It appears that, before a ship can be cleared at a United Kingdom port, it must show the following certificates in proper order:

- (a) Safety at Sea
- (b) Load Line
- (c) Passenger

- (d) Wireless (for ships of 1600 tons)
- (e) Registry and
- (f) Port Health Authorities.

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5. More information is being sought regarding the Registry and Wireless Certificates and the action that might be taken under them.

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Y. Great inconvenience could, of course, be caused to any ship suspected of complicity in the illegal immigration traffic if the Port Authorities could be induced to deny water, bunkers, pilotage and tugs. 38

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Yours ever, EASTERN DEPARTMENT,

The Chancery, British Embassy, Paris.

The Chancery, British Embassy, Brussels.

The Chancery, British Embassy, The Hague.

The Chancery, British Legation, Stockholm.

The Chancery, British Legation, Copenhagen.

The Chancery, British Enbassy, Rome.

The Chancery, British Embassy, Belgrade.

The Chancery, British Legation, Bucharest.

The Chancery, British Embassy,

Athens.

The Chancery, British Embassy, Lisbon,

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Cypher/OTP

DEPARTMENTAL No. 2.

E 4202

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FROM CAIRO TO FOREIGN OFFICE

Sir R. Campbell No: 1148 T8th May, 1947. D. 5. 26 p.m. 18th May, 1947. R. 8. 00 p.m. 18th May, 1947.

Repeated to Rome.

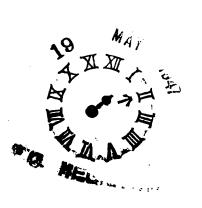
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Your telegram No. 975.

Director of Passport Office of the Ministry of the Interior states that no application for Egyptian visas for 375 Jews has been referred to him and that under existing regulations he would have expected any application to be referred to him before any visas were granted.







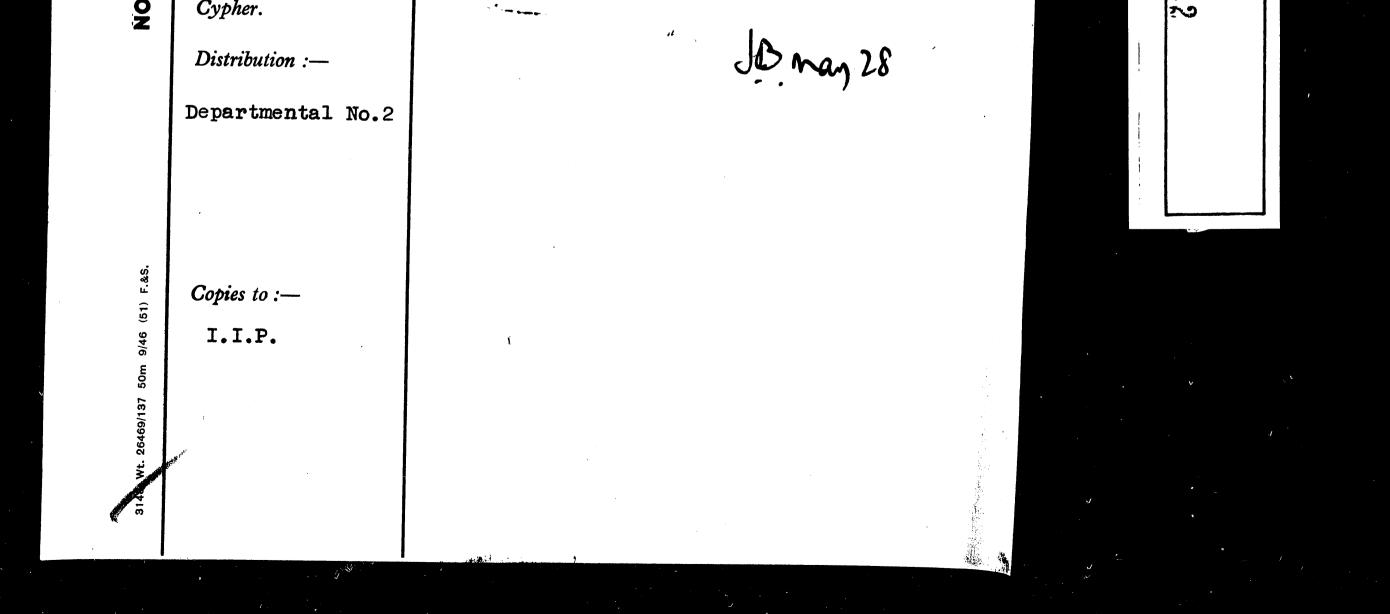
Registry No. Top Secret. Secret. Confidentiai. Restricted. Open. J.G.S.B. Draft. Telegram. Cairo of. No. (Date) may 29 l MARGIN. Repeat to :--Rome THIS Z WRITTEN BE 10 DNIHI XEX Xair Gate.

41 OUT FILE F. O., May, 1947. 1 S James Despatched MOST IMMEDIATE М.

Your telegram No. 1148 of May 18 ": Jewish Illegal Immigration7.

"ANAL" is now reported to be making for Port Said, where at present speed she would arrive at midnight May 29/30th. She is being shadowed by British naval vessel "WHITE-SAND BAY." 2. This vessel is clearly proved to be carrying Jewish illegal immigrants to Palestine. I take it that the Egyptian Government, as members of the Arab League, will wish to cooperate in preventing this traffic. Please explain the position to them and request them to deny any further bunkers to the ANAL and to prevent her by all other available means from leaving an Egyptian port for Palestine.

3. We are considering what for ther action should be taken.



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DEPARTMENTAL No. 2

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P FROM FOREIGN OFFICE TO CAIRO

No. 1038

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D. 7.15 p.m. 29th May, 1947

29th May, 1947

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MOST INMEDIATE

Your telegram No. 1148 [of May 18th: Jewish illegal immigration].

"Anal" is now reported to be making for Port Said, where at present speed she would arrive at midnight May 29th/50th. She is being shadowed by British naval vessel "White-Sand Bay".

2. This vessel is clearly proved to be carrying Jewish illegal immigrants to Palestine. I take it that the Egyptian Government, as members of the Arab League, will wish to co-operate in preventing this traffic. Please explain the position to them and request them to deny any further bunkers to the "Anal" and to prevent her by all other available means from leaving an Egyptian port for Palestine.

5. We are considering what further action should be taken.



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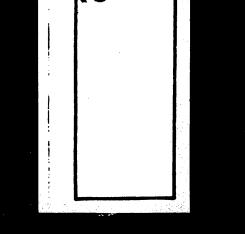
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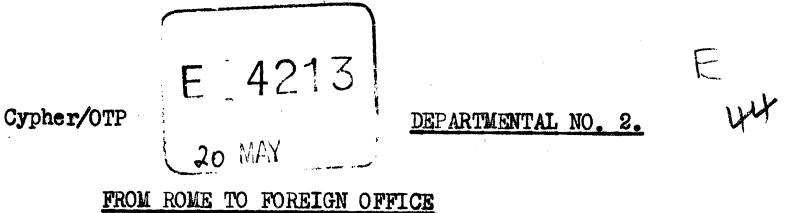
123 E 昭 E 4213 1947 20 MAY PALESTINE SS'ANAL' Registry Number } E4213/84/31. Repto Rome tel 1131 (E 11 201/84/31 ") states was still at **TELEGRAM FROM** plated that anal Rer Ger his A Charles. plabar gait mut shortly hat Palenos No. Kome. er is sail the has sufficient could ber a fái us sq tunis af she enter r Atalian port she would be dielard allow Ker Dated 1140 Received in Registry Take 19, 11 ay 194 another Atalian delained 20 Last Paper. (Minutes.) 4202 B May 21 References. COPYRIGHT Refet 9 THE PUBLIC RECORD OFFICE, (Print.) 371 (How disposed of.) 61842 LONDON H.D. Manary PTO. (Action completed.) (Index Next Paper. 32003 F.O.P. 4214

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Sir N. Charles No. 1140. May 19th, 1947.

D. 7.22 p.m. May 19th, 1947. R. 9.40 p.m. May 19th, 1947.

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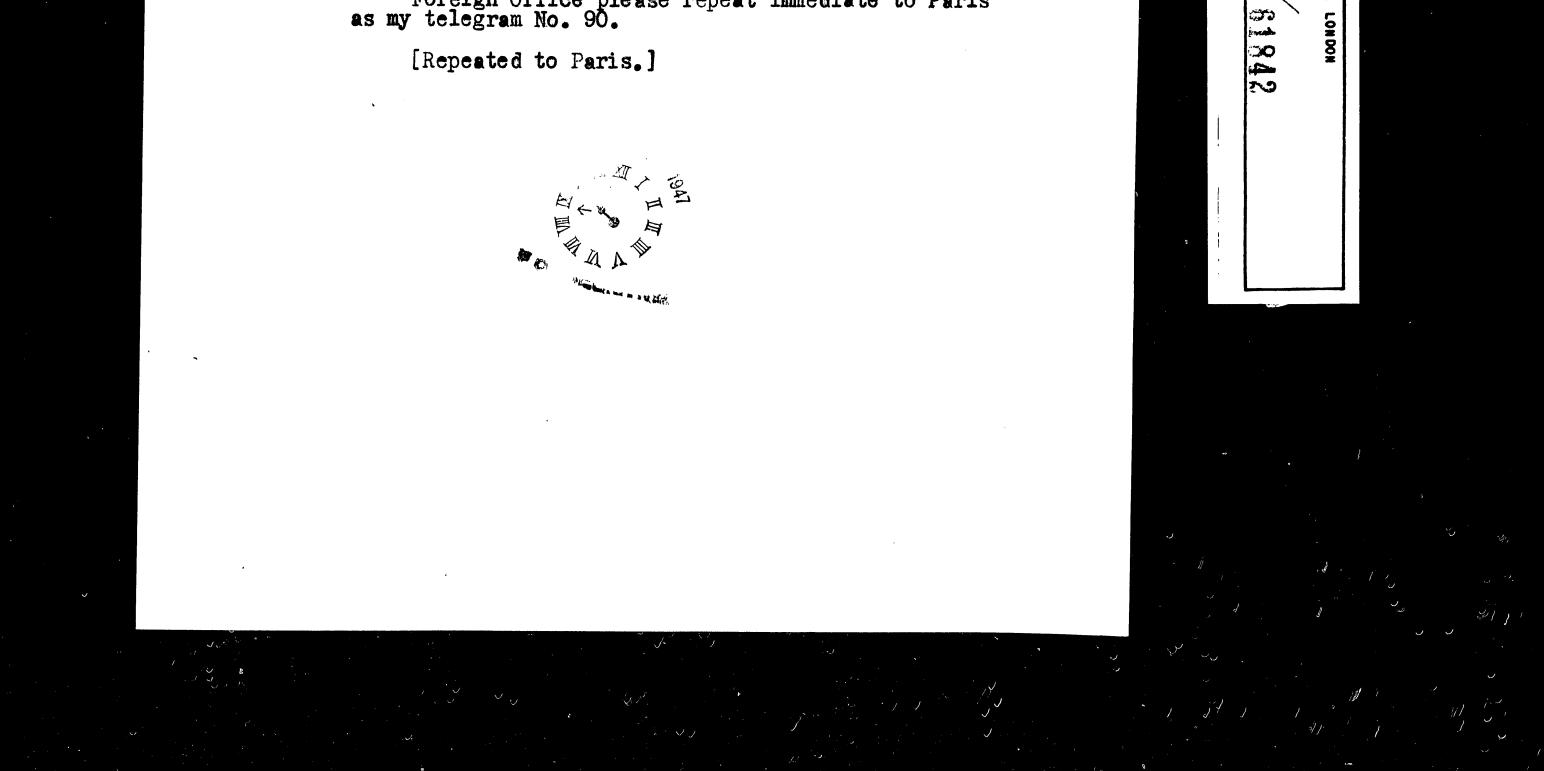
My telegram No. 1131.

Secretary General told me at mid-day that the Anal was still at Palermo and that the Italian Government must shortly allow her to sail. She has sufficient coal to take her as far as e.g. Tunis. If she enters another Italian port she would be declared detained.

Signor Fransoni said it was impossible for the Italian Government to go on holding up ships without good legal grounds and he hoped I could propose some acceptable solution. It was difficult to keep 350 Jews indefinitely on the Anal outside Palermo but he assured me that strict orders had been given to prevent Jews leaving the country without proper documents. He did not believe the Jews could have been picked up in Italy and enquired why the French authorities allowed Italy and enquired why the French authorities allowed such passengers to embark.

Foreign Office please repeat immediate to Paris as my telegram No. 90.

[Repeated to Paris.]



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11th May, 1947

My dear Minister,

Immediate and Secret

On 9th May, Signor Fransoni informed me that the "President Warfield". about which I wrote to you on 7th May in connection with Jewish illegal immigration into Palestine, had been refused permission to leave port for the next two or three days on the grounds that certain repairs were necessary. Signor Fransoni warned me however that unless I could furnish further reasons why the ship should not be allowed to sail he thought it would be impossible to dealy its departure beyond Monday 12th May.

2. It is for this reason that I am now writing to you urgently in order to communicate to you the following evidence which shows virtually beyond possibility of doubt that this ship is in fact intending to carry illegal immigrants to Palestine, and that in all probability she is proposing to pick them up from the Italian coast in defiance of Italian law.

(a) The Press in the United States of America and the United Kingdom (New York Times and The Daily Telegraph) have mentioned the "President Warfield" in connection with Jewish illegal immigration. An article in the New York Times of 7th March reported that she was fitting out in Norfolk, Virginia for this purpose and that some of the crew had admitted that her destination was Palestine, and had indicated that she was to follow a previous ship engaged in this traffic called the "Abril".

(b) This report has been corroborated by others to the effect that the original captain of the ship (see paragraph 5(b) below) was reported to have stated on leaving Baltimore that the ship's destination was Palestine: the Chief Engineer was also reported to have stated that 5,000 refugees would be embarked for Palestine, and that the ship would run the British blockade.

(c) The owners of the "President Warfield", the Western Trading Company of 35, Stone Street, New York City, also own other ships which are now at sea and are strongly suspected to be en route for Palestine, engaged in the same nefarious business of illegal Jewish immigration.

(d) The ship is carrying over 1,200 mess kits, 150 canteens and about 2,100 life jackets; in brief it is clearly intending to carry large numbersof passengers.

(e) The crew of the ship are practically all Jews (a figure of 80% has been mentioned). They are not regarded as bona fide seamen, being above the average in education and are reported to be receiving disproportionately small salaries and, to be willing to undertake their, work as a "patriotic duty".

3. These facts would seem to prove that the account given by the master of the ship, to the effect that he is proceeding on a normal commercial voyage to Istanbul, is a complete distortion of the truth. So much so indeed that you may consider it advisable to require him to produce further justification of his statement. Can he, for example, show evidence that the ship is engaged in bona fide trading, that is to say evidence of cargoes, legitimate passengers or loading data?

I fear that no concrete evidence is available 4. as to where the ship will attempt to take her illegal passengers on board, and in the nature of things it is almost impossible to secure such evidence. However, the information received by my Government about previous similar cases of ships being engaged in this traffic has always proved correct, and we are in fact in no doubt whatsoever that this ship is involved in it too. It is of interest in this connection that according to our latest information suspicious embarkations and activities have taken place during the last few days at Bogliasco and other Italian ports on the west coast, In the light of previous experience this would suggest that preparations are being made for transhipment of Jewish immigrants to the "President Warfield". No doubt we can count on your help in ensuring that these movements are watched closely.

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5. Quite apart from these considerations, evidence has reached us about the "President Warfield" which shows that she is probably not in a fit state for an ocean voyage, and that she is certainly not properly equipped to take on board the total complement of 5,000 passengers which we are told she is intending to carry. Thus:

(a) during the voyage between Norfolk and Philadelphia the ship's superstructure is reported to have shifted two inches, and the former captain of the vessel protested that the ship was unfit for an ocean voyage.

(b) the number of passengers which it is reported that she can safely carry is very considerably less than the figure of 5,000 named above; and if she fulfils her intention of carrying so large a number there is a serious danger that she may capsize.

6. I referred in my letter of 7th May to the grave risk to human life which this illegal traffic implies, and in view of the facts given above you may think it desirable that this ship should be subjected to an exhaustive examination by the Italian marine experts, in order to ascertain whether or not she is seaworthy.

7. From the care which has been taken in collecting

all the evidence which I have given you above, you will see that my Government is deeply concerned lest this ship should leave Portovenere with all the complications that They do in fact regard this as a test case will follow. as you will probably have deduced from the frequent representations which I have made to you about it. Consequently you will appreciate that if in fact the "President Warfield" does in the end leave port and reach Palestine it will be necessary for us to insist that the Italian Government should take back her passengers (in accordance with the policy which I communicated to you in my letter of 1st April) with all the resulting publicity and damage to anglo-Italian relations at this particularly delicate moment. At the same time the Italian Government inevitably become subject to pressure of an embarrassing character from Zionist I have no doubt that you will agree therefore interests. that it would be a more prudent course, in the interests of the Italian Government, as well as in those of my Government. that firm measures should be taken to prevent the ship's departure now rather than to risk at a later date the damaging consequences described above.

(sgd) NOEL CHARLES



VERY URGENT

325/26/47

British Embassy R O M E 11th May, 1947

50

My dear Minister,

With reference to the urgent letter which I sent you this morning about the case of the ship "President Warfield", I have been instructed by my Government to represent to you the great importance of placing Italian official observers upon all vessels in Italian waters which are suspected of intending to embark Jews for illegal immigration into Palestine.

In particular, it appears very urgent to take this action in the case of the "President Warfield" at Portovenere. The presence of an Italian official observer on board this ship would be a guarantee against the evident risk that her captain may disobey the orders of the Italian Government and leave port in order to embark illegal immigrants off the coast of Italy.

> Believe me, my dear Minister, Yours very sincerely

> > (sgd) NOEL CHARLES

Count Carlo Sforza Minister for Foreign Affairs R O M E

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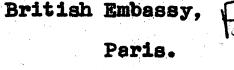
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126 E 4223 51 20 MAY 1947 PALESTINE Relogal Immigrant these Registry Number 644 223/84/31 Refore meneres atter (ESSOY/84/31) of 11, March. ne regalations governing the grant or with -holding of clarance in trench Ponts, Chancery FROM Paris No. Kransmith further information provided by Bonnel fereral at Nice. 15- 110y 1967 Dated Received 20 in Registry) (Minutes.) Last Paper. Com Aday. 4220) refee. (same names) References. Condr. Eversched Calmin et atrics win= E/3807 (Print.) 2 NO OFFICE, JB May 27 (How disposed of.) of Dodds. admity 61842 LON DOI Highan 6.0. Roder Evended Bob Off week E.3 807 gene 2 (Action completed.) (Inder. Next Paper. 425 32003 F.O.P



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15th May, 1947. 8807 (84/3)

Dear Department,

With reference to our letter of the 5th May 1946 in reply to yours (E2199/84/31) of the 19th March, 1947, requesting information about the regulations governing the grant or withholding of clearance in French ports, the following information has been provided on this subject by His Majesty's Consul-General at Nice on the basis of enquiries made at Nice and Villefranche about the procedure for all ships visiting these ports.

On arrival the following documents must be deposited by each ship with the customs authorities:

> Manifest of cargo Manifest of crew Manifest of passengers Bill of Health Ship's passport.

Before departure the manifests must have a clearance stamp affixed by the Customs Officer, and the documents deposited are not returned until this has been done.

In cases of irregularity, this clearance stamp would be refused and the ship not allowed to leave.

If a ship left without this clearance stamp, i.e. without the documents deposited, a fast cutter would be sent to intercept it, if within the twelve miles limit.

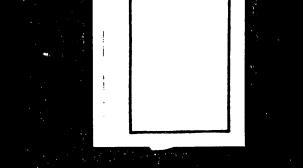
Yours ever,

Chancery.

Eastern Department, Foreign Office, London,S.W.l.

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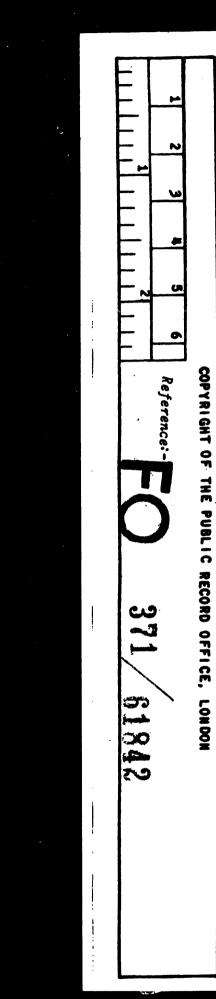
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Following document(s) retained in the

Department of origin under Section 3 (4)

of the Public Records Act, 1958

E4256/84/31



128 E E 4257 54 1947 20 MAY PALESTINE SS ANAL" Registry Number } E4257/84/31 Repeat & Util 1048 (E 4201/84/21) Amste immediately to be been in sensed not streng all paint raised Aleraid Sphip had not already sailed to avoid it has beet to have it detacned. TELEGRAM FROM Li. A. Exarles. No. Rome. Dated IIMI. Received in Registry 19, 11/ay 1944 20 Last Paper. ŧ, (Minutes.) 425-6 B may 21 COPYRI GHT References. Reference OF THE PUBLIC RECORD OFFICE, LONDON (Print.) 371 (How disposed of.) 61842 May 27 (Action completed.) (Index.) Next Paper. t, 32003 F.O.P. E 4263

E 4257

FROM ROME TO FOREIGN OFFICE.

Sir N. Charles No. 1141 19th May 1947

D. 7.29 p.m. 19th May 1947. R. 9.40 p.m. 19th May 1947.

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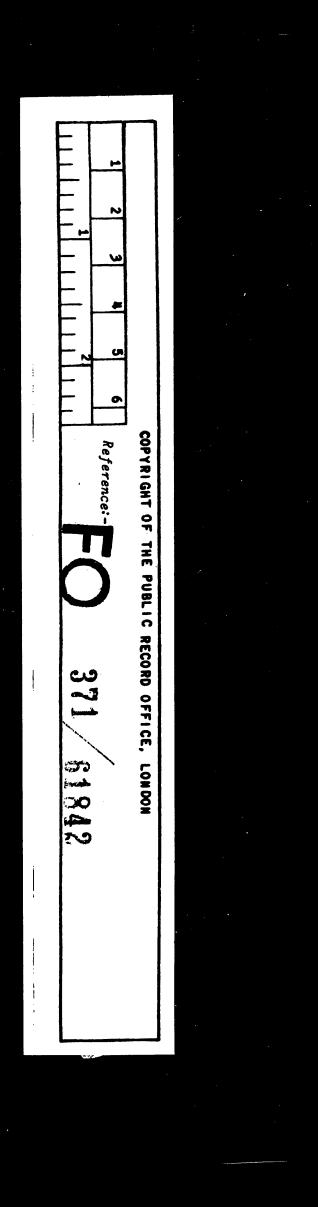
Your telegram No. 1048.

I spoke immediately to Secretary General Ministry of Foreign Affairs in the sense of your telegram under reference stressing all points raised. He said that if ship had not already sailed he would do his best to have it detained.

Argument which appealed to him was that in the last paragraph and he will try to hold up the vessel until communication arrives from Panamanian Government.



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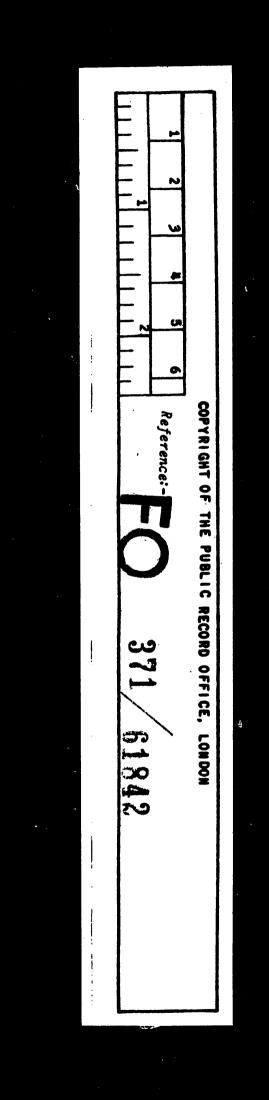
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of the Public Records Act, 1958

E4263/84/31



1 130 E 4280 57 1947 21 MAY PALESTINE "President Wanfield! Grane suits very of note to they for Foreign affairs I may 17 Re verselle departies for Venere bourd for Marpelles asks French fout to Been watch for versel and to prevent embarkation of second filling at Rommanants. E4280/84/31 Registr**y** Number FROM Ecul ary Paris No. H. H. O. 17 11/04/947 Dated Received in Registry 21 (Minutes.) Last Paper. 4263 10 Juin Com OPYRI GHT References. AB may 13 **Q** THE PUBLIC RECORD (Print.) OFFICE. (How disposed of.) 61842 LONDON May 25 (Action completed.) Next Paper. 4?10 32003 F.O.P

58 440/ HIS Majesty's Ambassador at Paris presents his compliments to H.M.P.S. of S. for F.A. and has the honour to transmit to him the under-mentioned documents. British..... Embassy, Paris. 280 1947.... 17th May. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON Reference Reference to previous correspondence: 21 MAY Description of Enclosure. Subject. Name and Date. S.S. President Copy of Note No. 464 to Ministry of Warfield. 371 Foreign Affairs, dated 17th May, 1947. 61842 3479a 28711-1 (8)

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British Embassy, Paris.

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17th May, 1947.

His Majesty's Embassy present their compliments to the Ministry of Foreign Affairs and have the honour to invite the Ministry's attention to their note No. 448 of May 10th about the S.S. President Warfield.

Immediate

As the result of representations made to the Italian Government, it has been possible up to the present to delay the departure of this vessel, but it is now understood that she was due to sail from Porto Venere at 7 a.m. this morning. Since, however, the ship had arrived in Italy with a certificate of seaworthiness issued by the Bureau Veritas of New York which restricted her to carrying sea passengers in coastal traific, and since, in fact, it is clear that she is a river or lake vessel entirely unsuited for navigation on the open sea, the Italian authorities have only given her clearance to return coast-wise to Marseilles. In order to ensure that this stipulation is carried out, the Italian Government have arranged for the ship to be escorted, not only within Italian territorial waters, but also on the high seas as far as French territorial waters and in the direction of Marseilles.

3. His Majesty's Embassy have thus the honour to renew their request that the French authorities will be good enough to keep a watch for this vessel and do everything possible to prevent the embarkation of illegal immigrants.

Ministry of Foreign Alfairs.

PUBLIC RECORD OFFICE

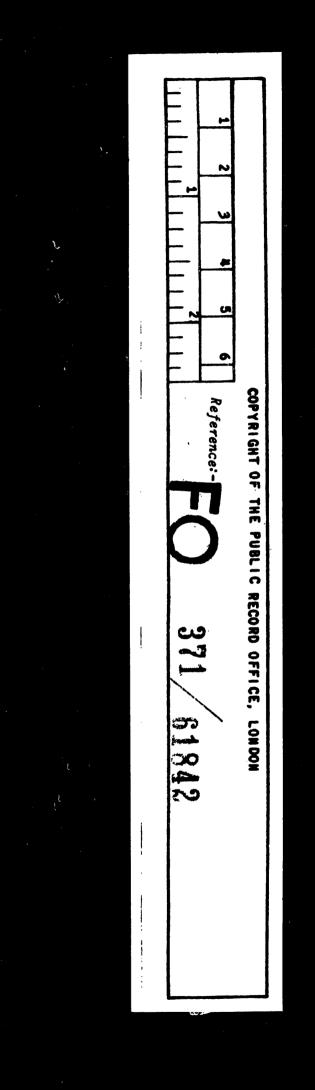
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Following document(s) retained in the

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E4310/84/31



132 61 ~ 4323 E A 22 mAY PALESTINE S.S. ANAL-Registry Number E4323/84/31. Transmith copy of note Nº 465 & the. My of Farings affairs of 19, May. FROM Embatty. No. Paris aking information a cincumstances in which the versel aft dete and whether rasserger were allowed to émbark at that Dated HHI Received in Registry 19 W/cy 1947 n cont. 22 (Minutes.) Last Paper. 4310 Copy Co COPYRIGHT OF Referenc ms References. 13 may 23 THE PUBLIC RECORD OFFICE, LONDON (Print.) 3 (How disposed of.) 61842 8.0. M May - 8 (Action completed.) (Index. Next Paper. 4326 32003 F.O.P

No. 441. HIS Majesty's Ambassad presents his compliments to H. M and has the honour to transmit documents. BritishEmbassy. Paris. Reference to previous correspondence:	1. P. S. of S. for F.A. to him the under-mentioned F 4 3 2 3 1.9 th. May, 1947.		1 1 1 1 1 1 2 1 Kejerence
Description of Name and Date.	Enclosure. Subject.		Ce: -
Copy of Note No. 465 to the My. of Foreign Af- fairs of 19th May 1947.	"Anal" Jewish immigration ship.		0 371 81042

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British Embassy,

Paris

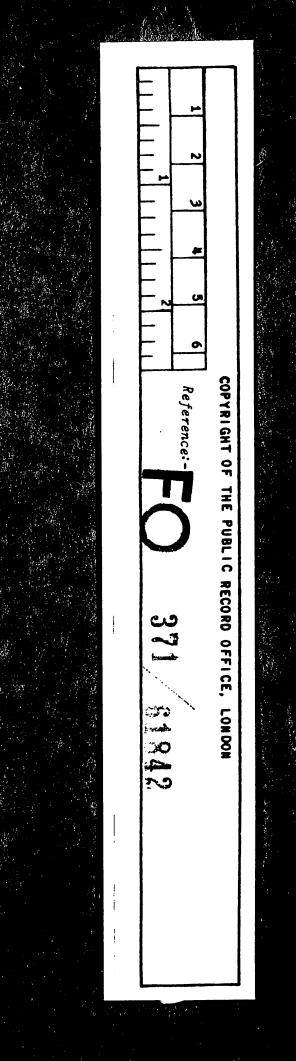
19th May 1947.

His Majesty's Embassy present their compliments to the Ministry of Foreign Affairs and with reference to their Note No. 374 of the 17th April have the honour to state that the "Anal" arrived at Palermo on 17th May 1947 with 375 Jews on board. It is understood that this vessel left Marseilles in ballast at 4 p.m. on April 28th bound nominally for Tangier. She arrived at Sete on the following day. The Italian authorities state that she has come to Palermo direct from Sete.

2. His Majesty's Embassy would be most grateful if the Ministry of Foreign Affairs would investigate the circumstances in which the vessel left Sete, and in particular whether the passengers were allowed to embark at that port. If so, His Majesty's Embassy would be glad to know what visas were possessed by the passengers and to what measures of control the passengers and the vessel had been subjected before being allowed to sail.

3. His Majesty's Embasey suggest that the Ministry of Foreign Affairs should cause instructions to be sent to the French authorities in the ports of French North Africa, and in particular Tunis, to keep a lookout for this vessel in the event of her managing to slip away from Palermo and calling at one of these ports for refuelling.

Ministry of Foreign Affairs.



133 E_4326 1947 . 22 MAY 64 PALESTINE Relegal Emnigrant Ships. Registry Number £4326/84/31 fiver various interver provent that standarding fout now appear to be repairing permanent dorduranian registry to porcegn -owned white unlies they have an oppind british adurance that dere is no Brilish abjection. FROM CLANNI Warkington No. SI24/ 147 Dated Received in Registry 16 Moy 1944 22 Last Paper. (Minutes.) Letter to Curdr. & vershed 4.3 23 Resubmit ala AB may 28 References. Tel. A Washing bent the may 31 (Print.) وب (How disposed of.) Apt. Bonds Evershed Pak off. May 28 8/ Migdam. PU. Mary 28 P.T. () (Index.) (Action completed.) Next Paper. 435-9 32003 F.O.P

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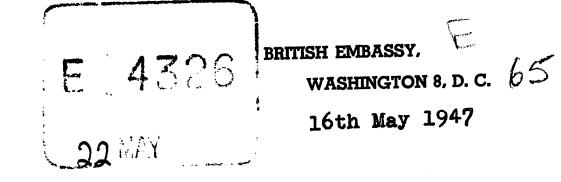
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SECRET

BY AIR BAG

Ref: G124/ /47

Dear Department,

If you have not already heard of it, it may interest you to know that the Honduranian Government now appear to be refusing permanent Honduranian registry to foreign-owned ships unless they have an official British assurance that there is no British objection - i.e. that we are satisfied that the ships are not likely to be used for the transport of illegal immigrants to Palestine.

2. Three cases of this have just come to our notice. The first was an application to the British Vice-Consul at Jacksonville from the Suwannee Fruit and Steamship Company, a copy of which is enclosed. In this instance the Vice-Consul informed us that he personally knew the heads of the steamship company in question and was satisfied with their written statement regarding the use of the ships. We therefore informed the Vice Consul and the Honduranian Ambassador in Washington that we saw no objection.

3. The second case was an application made to the Shipping Attache by the lawyer for the West India Fruit & Steamship Company, which wished to place under permanent Honduranian registry a carferry steamer now in San Francisco, for service between West Palm Beach and Havana. The Honduranian Ambassador has been informed that there is no objection from our point of view.

Eastern Department, Foreign Office, London, S.W.l.

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4. In the third case, Hadow was informed by Mr. Floyd Blair of the National City Bank of New York, that a Panamanian company called the S.O.C. Armadora Aristomenis, Panama, S.A., wished to register under the Honduranian flag seven Liberty ships. Mr. Floyd Blair said that he was aware of our reason for wishing to pronounce upon the <u>bona</u> <u>fide</u> nature of the registration (this has not of course in fact been due to an initiative of ours) and assured Hadow of his sympathy with our difficulties over the illegal immigrant traffic. He said that the bank's lawyer would submit the case to us and give any necessary assurances.

The lawyer duly appeared and presented a 5. written memorandum from which it appears that the stock of the Panamanian firm is owned by two Greeks named Aristoteles S. Onassis and Constantino Konialidis. The former became a naturalized Argentine citizen in 1924 and the latter a naturalized Uruguayan citizen in 1928. The seven Liberty ships, whose names are: "Aristarchos", "Aristidis", "Aristocratis", "Aristogiton", "Aristomenis", "Aristopais" and "Aristoteles", are stated to have been bought from the U.S. Maritime Commission, transferred to the Aristomenis Company with the Commission's consent, and granted provisional Honduranian registry between December 1946 and February 1947. Permanent Honduranian registry is now being applied for, for which purpose the Honduranian Embassy required to know that there was no British objection.

6. Of these seven ships, five are stated to be under 18 months' charter to the French Government for the carriage to France of coal and wheat. The sixth is engaged in carrying coal and wheat to Italy, and the seventh general cargoes from the Americas to other countries.

7. The bank spoke favourably of their knowledge of, and past dealing with, Messrs. Onassis and Konialidis, on the strength of which they have loaned to the

/Aristomenis

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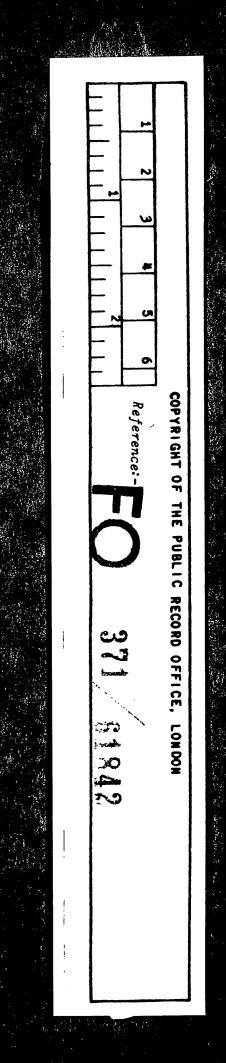
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Aristomenis Company three million dollars. Of this amount \$2,100,000 was secured by mortgages on the seven ships in question and on the assignment of charter party moneys payable to the company by the French Government. The member of the firm of attorneys who brought the memorandum to the Embassy added to it in writing the note that under the terms of the mortgages to the National City Bank of New York, the Aristomenis Company could not transfer title to, or charter the ships to, third parties except with the prior consent of the bank. He also gave oral assurances that the Bank desired that all obstacles to permanent Honduranian registry should be removed in view of their financial interest in the transaction.

- 3 -

8. In view of these assurances and of the fact that the Bank would hardly advance so large a sum unless they were reasonably certain that the ships were to be engaged in <u>bona fide</u> trade in which they would be in no danger of confiscation, we have informed the Honduranian Ambassador orally that we have no objection to their obtaining permanent Honduranian registry.

This policy of the Honduranian Government 9. causes certain difficulties. In the first place, we propose not to put anything in writing, unless absolutely obliged to do so, when dealing with the Honduranian Ambassador or with any firms which may approach us. There is a danger that a hue and cry may be raised by any Jewish interests that may later be concerned, against the requirement that American firms and interests must seek the permission of the British Government for transactions in which the latter, as they will say, have no right to interfere. In the second place it may in some cases be very difficult to ensure that the ships will not later be misused. If they are, and if we have previously stated that we have no objection to their registration,



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the Honduranian Government will be able to say that we had expressed ourselves as satisfied at the time. If, on the other hand, too many delays are caused and too many difficulties made by us in the more doubtful cases, we may prejudice the present willingness of the Honduranian Government to help us. In the present cases, which appear to be above board from the Palestine point of view, we have informed the Honduranian Ambassador here quickly by telephone that we see no objection, in order to steer clear of the last named difficulty.

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10. We would be grateful for a very early expression of your views on the policy which should be pursued towards any further approaches which we may receive - and we expect that there may be a considerable number. We cannot be sure of coming to the right decision every time and it is probably true that there would be a hue and cry if Jewish interests are concerned in any later transaction. But we can of course say that the initiative came from the Honduranian Government (though certainly as a result of earlier British representations) and that we are expressing our views because the Honduranian Government had made this a condition of permanent registration.

11. The Shipping Attache, who has seen this letter, is sending a copy to the Ministry of Transport, and we are sending copies to Tegucigalpa, Panama and Jerusalem.

Yours ever,

CHANCERY



SUWANNEE FRUIT & STEASHIP COMPANY

foot Catherine Street JACKSONVILLE, FLORIDA

May 9, 1947

69

The Honomable F. J. White British Vice Consul Barnett National Bank Building Jacksonville, Florida

Dear Sir:

We, as agents for the Honduras Shipping Company, have made formal application to the Honduras Government for permanent ships' registries for the motor-vessels SAMANA and MACORIS, formerly United States Naval crafts, LST's 446 and 670. These vessels have been converted, by the Honduras Shipping Company, for use in our general cargo in regular cargo trade. Both vessels are now ready for operation. These two vessels are described as follows:

	327.6 '	Gross Tonnage	2201.31
	50'	Net Tonnage	1052.81
Depth	25-1 🛔		

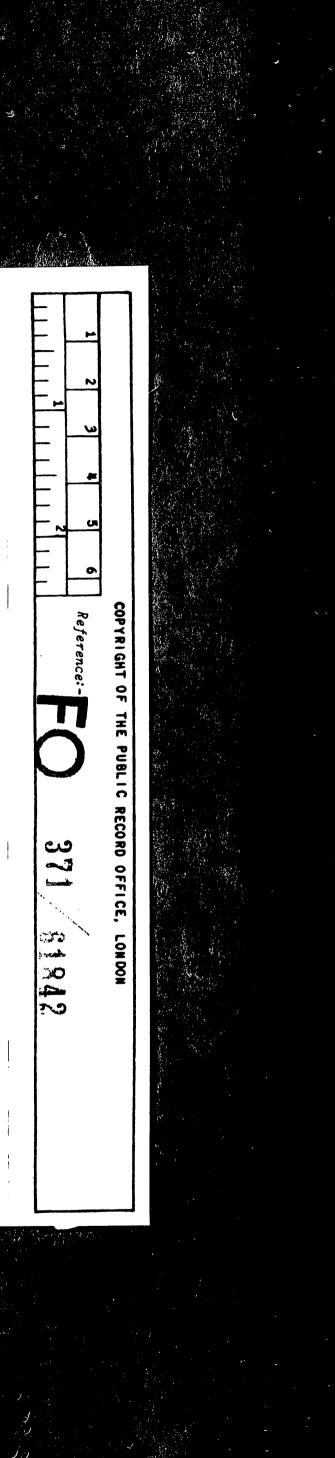
The Honduras Shipping Company presently operates seven ships under Honduran registry, and has been established for the past ten years in regular shipping service over established routes, and plans for the two ships described are that they are also to be placed in this trade operating between points in the West Indies, Caribbean, Northside South America and ports in the United States.

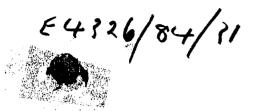
The vessels owned by Honduras Shipping Company are owned under charter to the Bahama Line, Ltd., Nassau, Bahamas, which company is known quite well by you.

With the information above in hand, we respectfully ask the approval of the British Embassy for the issuance of these Honduras registries, assuring your government that there will be no infringement of any kind by these or any other vessels owned, operated or controlled by the Honduras Shipping Company.

Yours very truly,

s/ C. deMontmollin, Assistant to VicePresident





POREIGN OFFICE, S.W. 1. Mey 28th, 1947.

My Dear Everthed.

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I send you herewith a copy of a letter from the Chancery at Washington (and connected telegrams) outlining a new development with regard to the registration of shipping under Honduras flag.

The action taken by the Government of Honduras in submitting new applications for registration to us is in many ways a welcome one but it may raise certain complications. I think the Committee should be aware of this development and we should certainly value their advice before replying to paragraph 10 of the Washington letter. Could this be dealt with at the meeting on Priday?

I an acading a copy of this letter to Migham at the Colonial Office.

(Sgd) J.G.S. Beith.

Commander W. Evershed, Cabinet Offices.

Registry OUT FILE No. E4326 84 31 Top Secret. F. O., Secret. 1 6 1947. Confidential. JGSB Restricted. Open. Desparched 2 45 h M. Draft. Your letter G 124 of May 16: Jewish Washington illegal immigration and Honduras registry. We appreciate the action of the Nonduran Can Telegram. Government in referring applications for No. 5361 registration to us in the special circumstances (Date) May 31 now obtain and shall be grateful if you will Repeat to :--continue to clear these applications. We agree with the lines suggested in Paragraph 10 Tegucigalpa XO of your letter, should there be criticism of this procedure, we consider that cases should be cleared as quickly as possible and referred to us only when absolutely necessary, Finally it should be made clear to the Hondurangan authorities that, in raising no objection to the registration of any particular ship, we reserve our right to make representations later if fresh evidence should become available. *TEn Clair* -Code. -Cypher AD may 31

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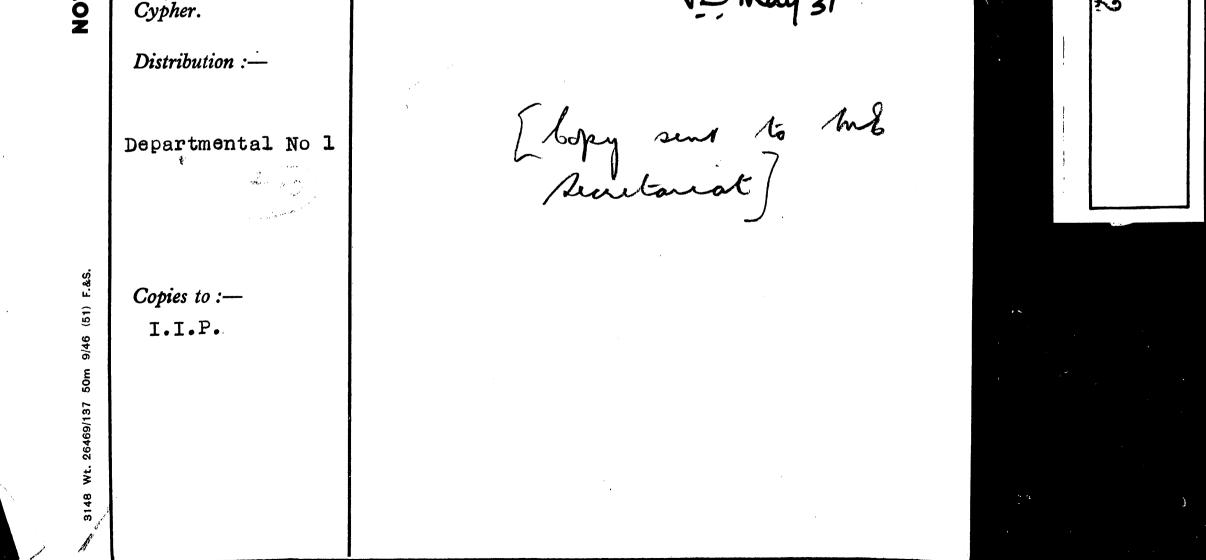
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DEPARTMENTAL NO. 1

FROM FOREIGN OFFICE TO WASHINGTON

No. 5361

D. 2.45 p.m. 1st June, 1947.

31st May, 1947.

Repeated to : Tegucigalpa No. 20

JOOOOO

Your letter G.124 of May 16th: Jewish illegal immigration and Honduras registry.

We appreciate the action of the Honduranean Government in referring applications for registration to us in the special circumstances now obtaining and shall be grateful if you will continue to dear these applications. We agree with the line suggested in paragraph 10 of your letter, should there be criticism of this procedure, and consider that cases should be cleared as quickly as possible and referred to us only when absolutely necessary. Finally, it should be made clear to the Honduranean authorities that, in raising no objection to the registration of any particular ship, we reserve our right to make representations later if fresh evidence should become available.

[Copy sent to Middle East Secretariat.]



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